

No. 11 JACKSON DETACHMENT REPORT FOR JULY 1962

1 AUGUST 1962

1. SUMMARY OF ACTIVITIES: [REDACTED] 28 had a reasonably active month, completing 4 [REDACTED] flights and 4 T-33 flights. [REDACTED] had one out and back flight in the U-3A. [REDACTED] 27 visited the Lovelace clinic 17 July for a check up and continues with good progress. The surgeon was adamant that nothing will be done until the first week in September when X-Rays will be taken and exercises begun to build up the back.

2. FLYING:

2:1 Flying times (see Appendix "A")

2:2 Operational flights - Nil

2:3 Training flights

2:3:1 [REDACTED] 28 - 4 High

2:4 Ferry flights - Nil

2:5 T-33 flights

2:5:1 [REDACTED] 28 - 4 flights

3. GROUND TRAINING

Continued revision of aircraft manuals and instrument procedures for pilots. [REDACTED] 31 commenced study for "C" exam.

4. PERSONNEL

4.1 Visits: Nil

4.2 Movements: [REDACTED] 27 to Lovelace clinic 16-17 July.

5. ADMINISTRATION

Nil

6. GENERAL

The flying times are now amended and correct. Many apologies for the errors. It is true they were indeed a shambles, being caused mainly by adding the totals for April 1962 to the total flying times at the end of February instead of March.

The investigation by Lockheed of the previous unsuccessful ejection attempts from this aircraft has produced some very interesting results. On every test they carried out, the seat, catapult and associated trappings worked satisfactorily when ejected through the canopy at normal ground temperature, even with simulated air pressures and G loads. However, when the canopy was chilled to temperatures ranging from -7 deg.C to -50 deg.C the seat did not even break the canopy let alone go through it. The important fact is this; the canopy is partially broken. When it is partially broken then the remainder breaks up very easily.

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The proposed modifications, which are to be carried out as soon as possible, are as follows:

1. An increased charge for the seat catapult.
2. Small breaker spikes on the seat roll bar to initially fracture the canopy.
3. Modification to the seat rails.
4. Reduction of time from 2 secs. to 1 sec. between pulling "D" ring and firing of seat catapult.
5. Reduction of time from 2 secs. to 1 sec. between seat firing and the release of the lap belt.

If the information regarding the canopy is considered to be of any importance to the appropriate authority at the [REDACTED] Then maybe it could be passed on without divulging the source or infringing security in any way.

At the moment and even when the modifications are carried out, the standard procedure for ejection will be to release the canopy first and only eject through it in extreme emergency.

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25X1C8a

**SECRET**SUMMARY OF FLYING TIMES FOR JULY 1962APPENDIX "A"

	<u>DATE</u>	<u>AIRCRAFT</u>	<u>TIME</u>	<u>DAY</u>	<u>NIGHT</u>	<u>I.F.</u>	<u>DUTY</u>	<u>REMARKS</u>
25X1A2g	A.1	[REDACTED]	27					
	July	-	N11					
	Total at Unit:							
		T-33	30:00			10:25		
25X1A2g		[REDACTED]	53:50					
			35:00	4:35				
25X1A2g	A.2	[REDACTED]	28					
25X1A2g	July	6	[REDACTED]	5:30				Syst. check & Trg.
		9	[REDACTED]	2:00				Air test
		11	[REDACTED]	2:00				Air test
		17	T-33	1:50		1:00		Inst. trg.
		17	T-33	1:45				Frt. seat trg.
25X1A2g		19	[REDACTED]	2:55				Air test & trg.
		26	T-33	1:45		1:00		Inst. trg.
		26	T-33	1:15				Frt. seat trg.
	Totals for July:							
25X1A2g		T-33	6:35			2:00		
		[REDACTED]	12:25					
	Total at Unit:							
		T-33	100:35			32:15		
25X1A2g		[REDACTED]	153:05	16:50				
			42:55	4:30				
25X1A2g	A.3	[REDACTED]	31					
	July	19	U-3A	4:05				
	Total at Unit:							
		U-3A	17:05					

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